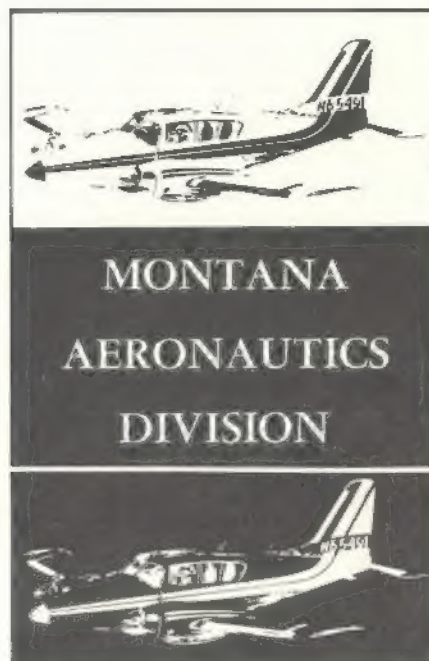




Piper 260 Commanche stands in front of the new office building at Hensley Flying Service.



VOL. 27, No. 11

MONTANA AND THE SKY

November, 1976

HENSLEY FLYING SERVICE



By: Ted Mathis

In June of 1976 Hensley Flying Service completed 32 years of aviation service to Havre and the Montana Hi-Line area. The Hensleys moved to Havre and began their flying service in 1944 when Walt Hensley began giving flying lessons in his J-3 Cub. In 1946 Walt became a designated flight examiner and is now the oldest examiner in Montana and has served the longest time in that position. Walt has been in the spray business since 1944. In 1958 he served as National Vice President of the National Trades Association for Agricultural Flying. He also served for seven years as a director of the National Aviation Agricultural Association. He is past president of the Havre Hangar of the Montana Pilots Association.

On January 1, 1974, Mr. and Mrs. Jim Stroh purchased the Hensley Flying Service. Jim and

Sharel are both commercial pilots with single and multi engine ratings and Jim is a qualified flight instructor. Hensley Flying Service is an Exxon dealer and offers 80 and 100 octane avgas, jet fuel, and most other aviation petroleum products. They give private, commercial, instrument and multi engine flight instruction, fly charter, sell airplanes and do crop spraying using the latest Piper Pawnee Brave aircraft for which they are also an authorized dealer. They are now flying a daily commuter airline between Havre and Great Falls.

During the past Summer Hensley Flying Service completed a beautiful new Behlen Steel office building at the Havre Airport. The building encompasses 1,000 square feet and has three offices, classrooms, bathrooms, and a large waiting room.

When flying in the Havre area, why not stop in and visit the Hensley Flying Service in their new facilities.

AIRPORT DIRECTORY REVISIONS

The 1977 Airport Directory revisions will be available immediately after the 1st of January. Be sure you order your new inserts when you send in your pilot registration form.

PILOT REGISTRATION FOR 1977

State law requires that all pilots be registered with the state of Montana. Registration for 1977 has begun. All registered pilots will receive a new registration card in the mail. If you do not get one, write the Aeronautics Division, P. O. Box 5178, Helena, MT 59601, or get one from your fixed base operator. Registration fee is still only \$1.00

(Continued on Page 2)



Part of the Hensley Flying Service aircraft fleet in front of their hangar at the Havre Airport.

**DEPARTMENT OF
COMMUNITY AFFAIRS**

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Judith H. Carlson, Director
Martin T. Mangan, Deputy Director**

**Official Monthly Publication
of the**

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Helena, Montana 59601

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Edited by: Bernice M. Peacock

THORSEN'S HELENA

(Continued from Page 1)

If you wish to receive the chart, directory or newsletter subscription with your registration, bookkeeping and correspondence will be held to the minimum if you will include all charges with your registration fee. These costs are:

Aeronautical Chart.....\$2.00
1977 Airport Directory Insert.....\$1.00
Airport Directory Cover.....\$1.00
(New registrations will need both the insert and cover.)

Newsletter Subscription.....\$1.50

Free telephone service for filing and closing flight plans is still furnished to all registered pilots.

REMINDER

PLEASE NOTE EFFECTIVE OCTOBER 1, 1976 OUR BOX NUMBER CHANGED TO P. O. BOX 5178.

**Administrator's
Column**



The Aeronautics Board will meet November 18 and 19. One item of business will be a decision on the Christler Flying Service commuter proposal. The hearing was held October 5 regarding this matter. Also on the agenda will be possible legislation regarding a fuel tax increase to supplement our revenue which has been steadily decreasing since the closure of Glasgow Air Force Base, as well as discussion on proposed amendments to HB121 regarding aircraft registration.

* * * * *

We have received a news release from the National Transportation Safety Board regarding aerobatic accidents which are on an increase. In a special study the board said the maneuvers, or circumstances, surrounding most of the accidents were not related to the performance of professional or precision aerobatics. "They are more appropriately referred to as stunt flying, skylarking, or careless and reckless operation."

The study showed 105 aerobatic accidents claimed 107 lives, 21 persons were injured seriously and 10 slightly. The pilot was cited as a cause in 97 of these accidents. The Board said, "The primary risk associated with aerobatics is largely a function of pilot competence, proficiency, and judgment."

The Board made several recommendations to the FAA requesting preventative measures, two of which are associated with expanded stall-spin indoctrination training.

If you wish a copy of the NTSB special study "General Aviation Accidents Involving Aerobatics," you may write to Publications Branch, National Transportation Safety Board, Washington, D.C. 20594.

* * * * *

We are concerned about the eventual closure of the Livingston Flight Service Station and removing it to the Bozeman facility. The FAA denies there will be any loss of service and claims that the automated operation

would be an improvement. I strongly question this statement as I can see no way you can get valid Livingston weather information from the Bozeman facility. I feel it would take quite a stretch of the imagination to believe Bozeman weather conditions are valid for the Livingston area. At present the FAA is planning only to cut back the hours of operation at Livingston, however, I am sure that we can look for a complete closure of this facility by 1980. The Montana Aeronautics Division will support efforts to prevent the Livingston Flight Service Station closure.

* * * * *

I plan to attend the FAA Regulatory Review Program regarding Air Taxi and Commercial Operators of small aircraft (FAR Part 135). This conference will be held in Denver and a large delegation from the Montana Aviation Trades Association, as well as other Part 135 operators, will also be present to oppose and/or support some of the proposals on the agenda. I am sure there will be a large turnout for this conference as there are over 3,800 air taxi operators in the United States, 158 commuter air carriers, and 55 airmail carriers who will be directly affected by any changes in the present FAR Part 135.

LEAD-IN LIGHTS

**By: Dalton F. Sessions
Chief, Missoula Airport Traffic
Control Tower**

This is to inform you of the installation and commissioning of a Lead-In (LDIN) Light System at Johnson-Bell Field, Missoula, Montana.

The LDIN Light System at Missoula consists of nine high intensity omnidirectional strobes, beginning approximately three miles west of the approach end of runway 11 and terminating at the approach end of runway 29. The locations of these lights are depicted on the map shown below. The LDIN lights will provide visual guidance for maneuvering south of the airport when on a circling approach to runway 29.

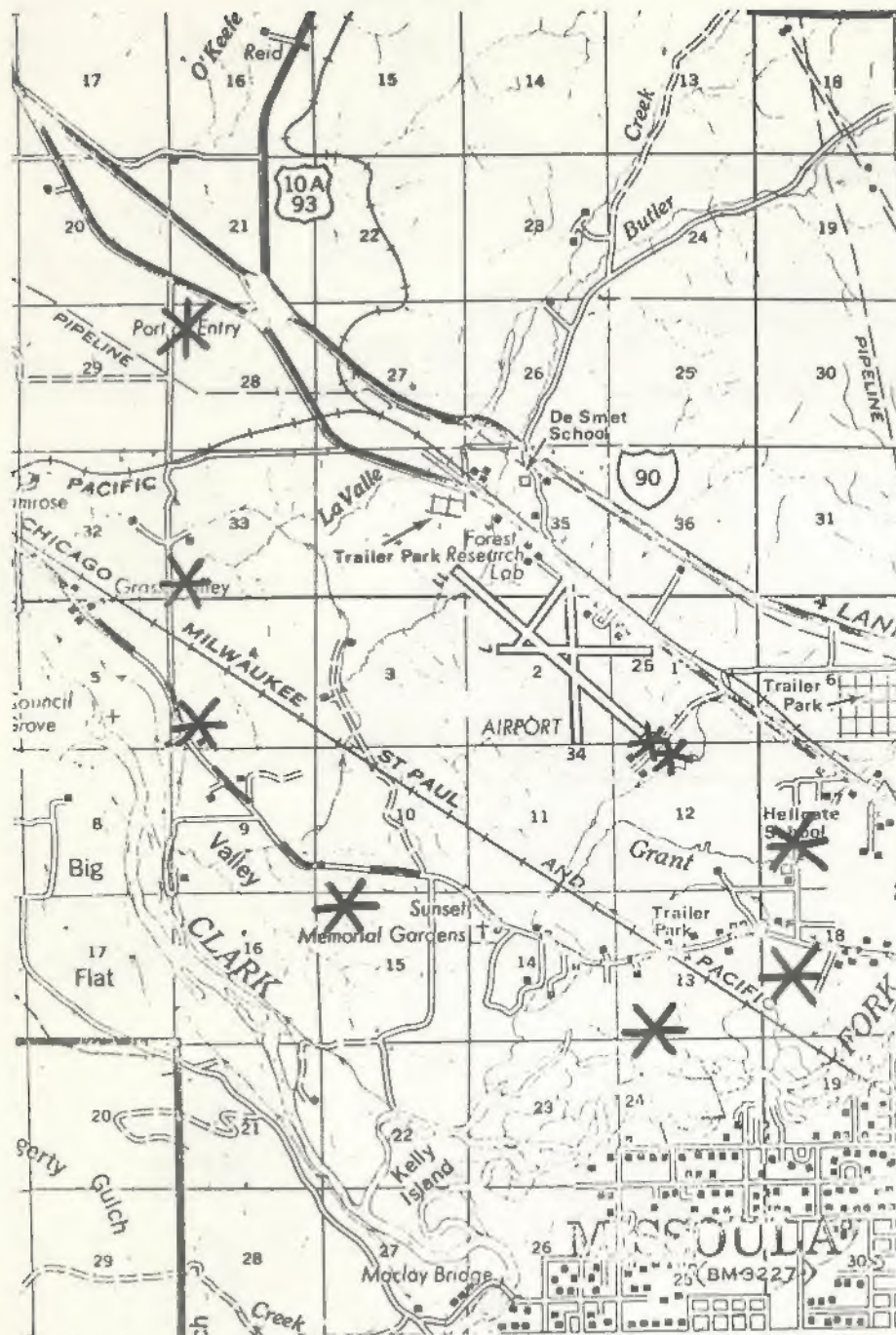
These lights can be turned on by rapidly keying a transmitter on 118.4MHz (tower frequency) five times within five seconds. The lights will then be on low intensity. By keying three more times they will go to high intensity. The lights may be turned off by keying your microphone seven times. If the lights are not "keyed off" they will automatically turn off after fifteen minutes.

We have found that pilots keying the lights on and off have interrupted some tower transmissions. To prevent this we are asking you to adhere to the following procedure:

IF YOU WISH TO UTILIZE THE LDIN LIGHT SYSTEM WHEN THE CONTROL TOWER IS IN OPERATION (0700-2300), MAKE YOUR REQUEST TO THE TOWER AND WE WILL TURN THEM ON AND OFF FOR YOU.

When the tower is closed, utilize the procedures described previously. Make sure you turn the lights off when they are no longer needed as they may become objectionable to persons living in close proximity.

MISSOULA, MONTANA
JOHNSON-BELL FIELD



LDIN LIGHT

Did you know that there is a spot in the United States where 50 mountains are visible at once? It's in Montana's Glacier National Park . . . high astride the Continental Divide.

Do you know where the Missouri River starts? Near the little town of Three Forks in Montana. The Madison, Gallatin and Jefferson rivers merge to form the Mighty Missouri.

AIRPORT CONSTRUCTION NOTES



By: David C. Kneedler, Chief
Airport/Airways Bureau

Now that legislation extending the federal Airport development Aid Program has been signed into law, activity is once again picking up in the airport construction business. We have on hand loan requests totaling \$360,000, most of which will be used as money to match federal grants under the new ADAP. Following are airports on which work has begun or is about to commence and a brief description of that work:

GALLATIN FIELD, BOZEMAN—Construct new terminal building, construct and light a parallel taxiway to runway 30, install security fencing, construct access road to new terminal building area.

LOGAN INTERNATIONAL, BILLINGS—Construct phases I and II of a storm drain system, reconstruct terminal apron, construct taxiway to new general aviation area west of terminal building.

CHOTEAU AIRPORT—Overlay runway 5/23.

DEER LODGE CITY/COUNTY AIRPORT—Resurface existing runway, install medium intensity runway lights with VASI-2.

DAWSON COMMUNITY AIRPORT, GLENDALE—Resurface existing runway, apron and taxiway.

HELENA CITY/COUNTY AIRPORT—Construct new terminal building with associated access road, apron and taxiway.

MILES CITY AIRPORT—Resurface runway 4/22 and install medium intensity runway lights, reconstruct and light connecting taxiways.

JOHNSON-BELL FIELD, MISSOULA—Install security fencing, reconstruct a portion of existing taxiways, rehabilitate high intensity runway lights.

TURNER AIRPORT—Construct new paved runway. (This airport will be lighted during the spring of 1977 with low intensity runway lights provided through the Aeronautics Division's Airport Services Program.)

Pilots are urged to check for NOTAM's and be familiar with existing conditions at airports of destination, and particularly at the above-mentioned airports to determine their usability.

AVIATION MINICOURSE AT JORDAN



By: Sam Griggs, Supervisor

For the third year I participated in a three day mini-aviation course at Garfield County High School, Jordan. These minicourses come at the end of the first marking period between nine week quarters. This year was the biggest and best year I have had, with the most enthusiasm shown.

The course consisted of the basic theory of flight, aerodynamics, basic meteorology, navigation and chart reading, power plants and propulsion, aircraft and pilot requirements and career offerings. I terminated with a short flight for each student to evaluate and reinforce what was taught in the classroom. A few films were shown to emphasize our space program and the working world of general aviation.

These few short days give the student a chance to explore some avenues that he or she might never have a chance to consider. This is truly education at its finest.

I had a chance to visit the aviation class at Glasgow High School. The instructor, Francis Irle, has an FAA approved ground school certificate, the only approved high school class in the state. He has 27 students enrolled in the class this year. See the accompanying pictures.

TEST YOUR FLYING I.Q.

Even if you feel you've taken all the flight tests, written and oral, that you're ever going to need, it doesn't hurt to brush up on the material contained in the exams. You'll be using it every time you fly.

1. How far does the airport traffic area extend outward from the center of the airport?

2. By regulation, what determines that an airport traffic area exists?

(Continued on Page 8)



Garfield County High School, Jordan.



Rustlers caught in the act. (At Garfield County High School.)



Students reading charts during mini-aviation course at Garfield County High School



Working out an aeronautical problem during mini-aviation course.



More navigational problems to be solved.



Glasgow High School

CENTERLINE



By: **Jim White**, Chief
Air Transportation Bureau

In the past few months I have seen several articles come across my desk which I think are worth mentioning.

PIREPS—The FAA announced a new PIREP format went into effect on the 15th of October. The new format, describing inflight weather conditions, should be easier for pilots and weather briefers to use.

When pilots make in-flight weather reports they do not have to follow the new format. The information they transmit to FAA Air Traffic and Flight Service Stations will be encoded by ground personnel. After becoming familiar with the format, pilots may want to use it in order to pass the information along more expeditiously.

Using the old method, elements of the PIREP appeared in the same order given by the pilot. Under the new standardized format, a PIREP will be identified by the letters UA at the beginning of the report. The order in which the data will be encoded is:

OV (location); FL (flight level); TP (type aircraft); SK (sky cover); TA (temperature); WV (winds); TB (turbulence); IC (icing); RM (remarks).

Pilots are the most important single factor in a successful PIREP program. The Pilot Report is one of the best ways of informing other pilots of unusual or hazardous weather conditions.

SPECIAL USE TRANSPONDER CODES—Several months ago the code to be set in your transponder in case of hijacking was changed from 3100 to 7500.

Remember that in the case of lost communication, dial in 7700 for a period of one minute, then change to 7600. Many radar facilities are not equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. Replying on code 7700 first increases the probability of

early detection of a radio failure. (Return to 7700 whenever you feel necessary.)

Dial in 7700 in any emergency phase. In review:

7500—Hijack

7600—Lost communications

7700—Emergency

PREFLIGHT—The time required to complete a thorough preflight of your aircraft is minimal, but your life and those of your passengers, may depend on those few minutes. The National Transportation Safety Board has blamed the fatal crash of a Canadair CL-44-6 last year at Miami on an "attempt to take off with an external makeshift flight control lock on the right elevator." The crew was attempting to take off from Miami International Airport, but the plane crashed into a canal bank and exploded. Six persons were killed and five others injured. The Board said the pilot was unable to raise the nose of the aircraft to takeoff attitude because of reduced elevator effectiveness due to the control lock. The flight engineer on the inbound flight had installed a wooden gust lock on the plane. A red streamer was attached to the device and a note was left on the flight panel to alert the new crew that the lock was in place.

AVIATION MECHANICS REFRESHER SEMINAR



By: Jack Wilson, Chief,
Safety & Education Bureau

The Montana Aeronautics Division is conducting and sponsoring two Aviation Mechanics Refresher Seminars in December of this year. The first seminar will be on 14 and 15 December at Billings, Montana and the second one will be on 16 and 17 December at Helena, Montana. These seminars are sponsored in conjunction with the FAA and aircraft and component manufacturers of the aviation industry. The seminar in Billings will be at the Northern Hotel where the mechanics who attend will be housed during the seminar. The seminar in Helena will be at



Class and instructor at work at Glasgow High School



Francis Irle with one of his pretty students and the plaque showing he has an FAA approved ground school, the only high school so listed in the state.



Aviation class at Glasgow High School

the Holiday Inn Motel where the mechanics will stay during the seminar in Helena.

Application forms have been sent to all mechanics in Montana and they have been asked to make application to attend either of these two seminars. The mechanics who receive these applications are asked to accomplish them as soon as possible and return them to the Montana Aeronautics Division, Box 5178, Helena, Montana 59601. The quota for each of the seminars is 30 mechanics, so be sure to return your applications as soon as possible to the above mentioned address.

DO SCUD RUNNERS HAVE ACCIDENTS?



By: Dale Uppinghouse
Accident Prevention Specialist
Billings General Aviation
District Office

Have you noticed how the clouds hang low on the hills during periods of low ceilings and visibility? They often dip to cover the higher points. Sometimes the sags will extend to the flatland below. Showers may develop anywhere to cut off visibility completely. It's no time for VFR, even in the daylight.

If a pilot could actually depend on 500 feet and 2 miles, he could, with a slower airplane, fly visually anywhere in flat country in the daytime. He wouldn't have to worry about hitting anything except other airplanes and tall towers. The problem is really with these sagging clouds, showers and precipitation on the windshield. Let's say that Glasgow, Miles City, Dickinson, and Bismarck are all reporting about 500 & 2. You can "bet your bippy" there will be plenty of places between those stations where ceilings and viz are zilch. Would you believe we still have airplane drivers who sail right on into the soup or scud found in the sags and showers? They are called scud runners. The place where they come to a sudden stop is called an accident scene.

Although these events are usually fatal, we really should not call them accidents. Webster defines an accident as an event that is: "Not expected, foreseen, or intended." A scud runner does not intend to crash, but the event is surely expected and foreseen. Ask any good pilot who observes a VFR launching into this kind of weather. He will tell you that the scud runner's demise could be foreseen and expected.

FLIGHT SERVICE STATIONS

JULY, 1976

	Total A/C Contact	Flight Plans Orig.	Radio Contacts	Pilot Briefs	Airport Advisory
Billings.....	2426	1313	2567	2586	
Bozeman.....	3120	485	1813	833	2553
Butte.....	3046	370	6690	692	2876
Cut Bank.....	1618	299	2055	586	952
Great Falls.....	2300	2572	2567	2373	
Lewistown.....	1903	263	1746	729	1422
Livingston.....	1349	492	1921	1068	1061
Miles City.....	3767	1069	5836	1937	2012
Missoula.....	2999	1205	3810	2625	284

AUGUST, 1976

Billings.....	2279	1279	2429	2738	
Bozeman.....	2871	464	1940	928	2283
Butte.....	2664	346	6164	851	2339
Cut Bank.....	1419	264	1600	516	820
Great Falls.....	2304	2487	2589	2380	
Lewistown.....	1877	273	1961	807	1434
Livingston.....	1129	331	1441	1059	689
Miles City.....	3326	887	5033	1936	1564
Missoula.....	2805	1166	3678	3145	263

SEPTEMBER, 1976

Billings.....	2194	1232	2327	2653	
Bozeman.....	2589	426	1539	846	2133
Butte.....	2296	269	5227	610	2101
Cut Bank.....	1260	249	1581	334	657
Great Falls.....	1816	2139	2018	1823	
Lewistown.....	1673	228	1897	675	1309
Livingston.....	1009	259	1224	858	556
Miles City.....	3090	868	4971	1815	1434
Missoula.....	2226	984	2934	2197	203

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

STUDENTS

Steven P. Knobel, Conrad
Patrick N. Lean, Missoula
Steven C. Sorensen, Red Deer
Charles W. Hinck, Billings

PRIVATE

Marvin A. Edwards, Chinook
Thomas L. Kreitinger, Three Forks
Gerald C. Pew, Missoula
Catherine L. Riggelman, Missoula
Gary A. LaValley, Joplin
Micheael D. Knudson, Havre
Edward A. Nurse, Helena
William R. Burke, Missoula
David H. Arndt, Shelby
Michael L. Lang, Loring
David O. Kesler II, Philipsburg
Louis C. Turner, Calgary
Elmer E. Foss, Culbertson
Duane M. Douglas, Sidney
Edward A. Deg, Sidney

Harvey L. Norhton, Alberta
William B. Evans, Billings
Jerry W. Magnuson, Billings
Ralph A. Beck, Billings
Monty K. McKelvey, Ashland
Lawrence R. Budge, Harlowton
Rae F. Young, Red Lodge
Gerald S. Hedrick, Denton
John C. Gervais, Jr., Fergus
Earl A. Watson, Billings
Ronald R. Treloar, Sidney
James A. Espeland, Glasgow
Wade L. Harbaugh, Jordan
Douglas C. Weeding, Jordan
William B. Evans, Billings
Walter D. Archer, Olive
Donald O'Connell, Laurel

COMMERCIAL

Neil s. Cadwill, Bozman
Frank A. Wilke, Dillon
Michael G. Rafferty, Missoula
Lawrence Furstenberg, Billings
Joseph G. Westphal, St. Albert
Wilbert O. Schledewitz,
Culbertson
Lynn N. Torske, Hardin
Dave W. Ferris, Dillon
Charles E. Newsom, Roundup
Jerry E. Koski, Glasgow
Robert M. McGimpsey,
Alberta

(Continued on Page 8)

(Continued from Page 4)

3. An airport traffic area extends upward from the surface of the earth to, but not including what altitude?

4. Unless otherwise authorized or required by ATC, only for what purpose may a person operate in an airport traffic area?

5. If there are other airports within the airport traffic area, is a pilot required to contact the tower to land at one of these airports?

* * * * *

Here are the answers. If you missed any, it's back to the books for you! (1) Five statute miles; (2) An operating control tower; (3) 3,000 feet above the surface of the airport (AGL); (4) Takeoffs and landing; (5) No.

(The above information is through the courtesy of Idaho's Division of Aeronautics "Rudder Flutter".)

(Continued from Page 7)

INSTRUMENT

Janis M. Thomason, Glasgow
William B. Collinson, Billings
Vernon J. Schmidt, Billings
James B. Porter, Kalispell
William F. Rauch, Jr.,
Helena

Patrick A. Herring, Jr.,
Bozeman

MULTI-ENGINE

Joe F. Marsh, Missoula
Irving W. Muir, Billings
Robert B. Doolen, Billings
Gene C. Billmeyer, Harlem

FLIGHT INSTRUCTOR

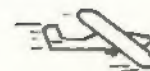
Daniel H. Paske, Laurel

AIRLINE TRANSPORT PILOT

Louis R. Link, Billings
Leslie James Preston,
Great Falls

PARACHUTE RIGGER

Edward Bustamante, Jr.,
Reserve, NM (MPR 5, C&B)



CALENDAR

December 2-3—Montana Airport Management Association, Annual Meeting, Helena.

December 14-15—Aeronautics Division sponsored Aviation Mechanics Refresher Seminar, Billings, Montana.

December 16-17—Aeronautics Division sponsored Aviation Mechanics Refresher Seminar, Helena, Montana.

January 1, 1977—Pilot Registration Due.

January 1, 1977—Aircraft Registration Due.

January 28, 1977—Montana Aeronautics Board Meeting, Helena, Montana

February 1, 1977—Final Day for aircraft registration.

April 6-7, 1977—Aeronautics Division Airport Maintenance Seminar, Glasgow.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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